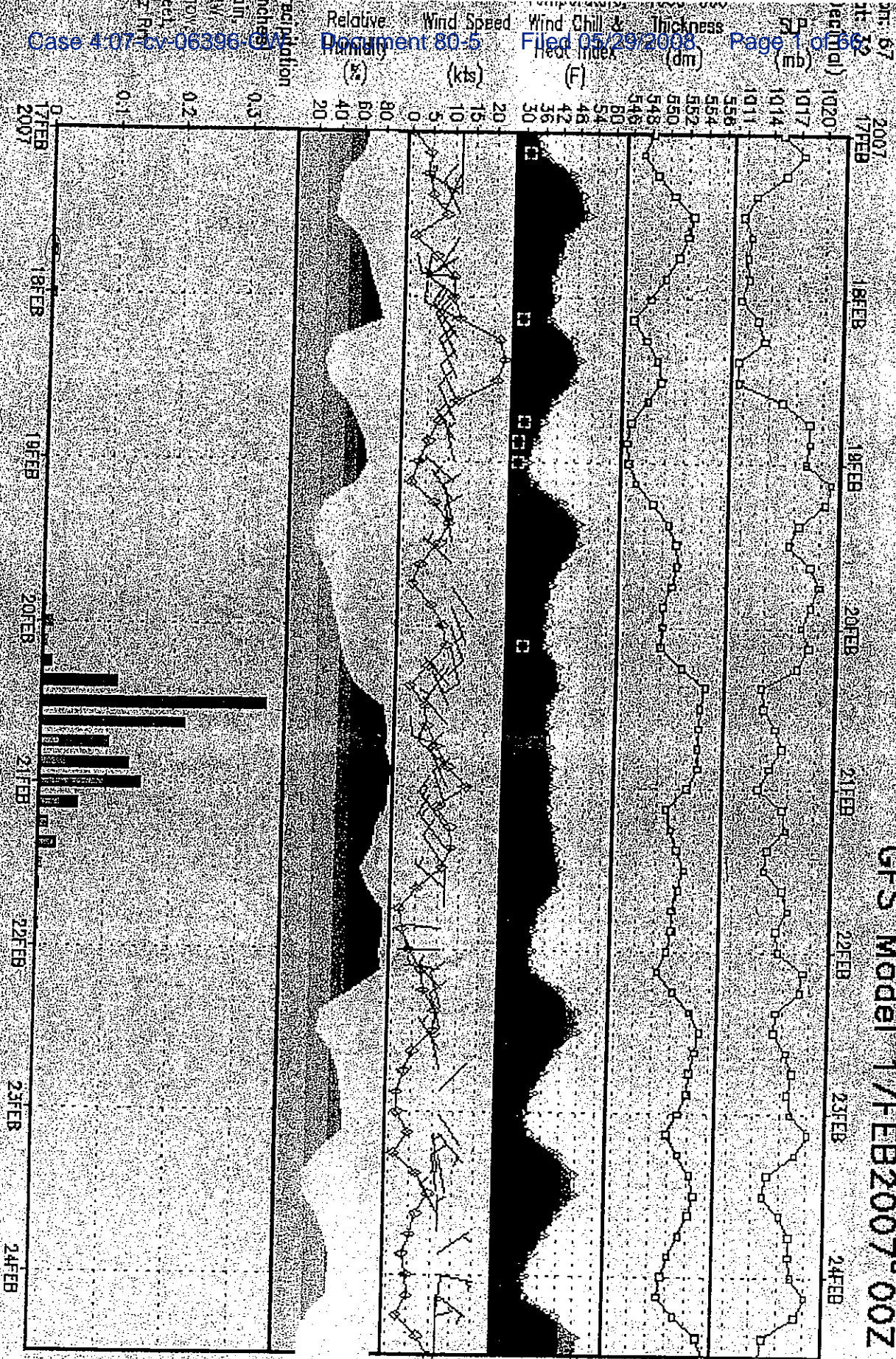


UNCLASSIFIED

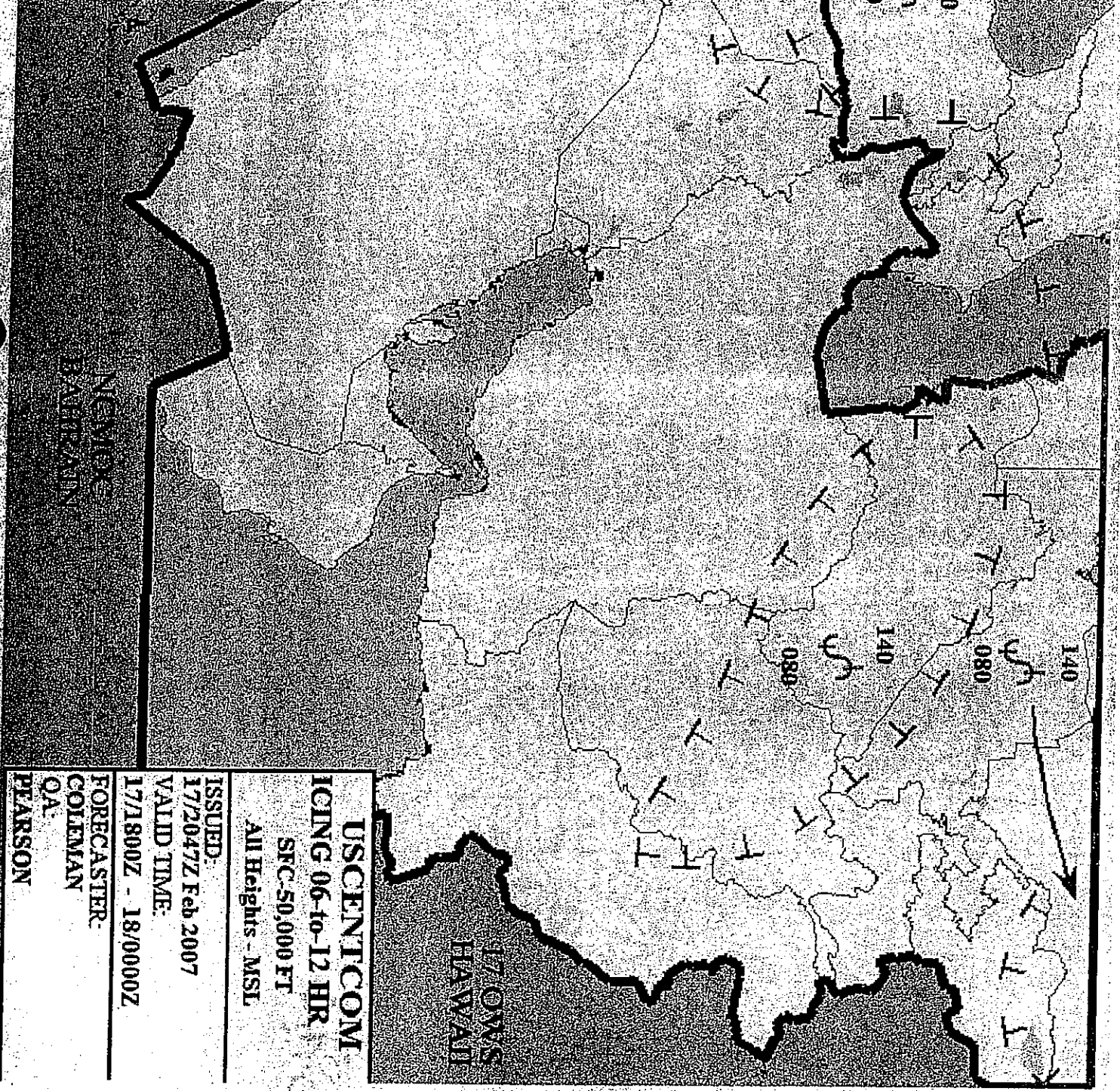
AFWA Forecast Meteorogram GFS Model 17FEB2007 00Z



UNCLASSIFIED

DT RIME	DT RIME	DT RIME
MDT CLEAR	MDT CLEAR	MDT MIXED
SVR CLEAR	SVR CLEAR	SVR MIXED

SWA IC LEGEND



USCENTCOM
ICING 06 to 12 HR
SFC 50,000 FT
All Heights - MSL

ISSUED:
17/2047Z Feb 2007

VALID TIME:
17/1800Z - 18/0000Z

FORECASTER:
COLEMAN
QA.
PEARSON

(b)(1)1.4g Pages removed for the following reason: Pages removed for the following reason: , (b)(1)1.4g

(b)(1)1.5a

From: (b)(1)1.5a

Sent: Saturday, February 17, 2007 6:49 PM

To: (b)(1)1.4a, (b)(3)(10USC130b), (b)(6)

Subject: AMD to Wx

(b)(1)1.4a

Sir,

Also, expect ISOLD TSTMS from (b)(1)1.4a

DERIVED FROM: (b)(1)1.4a

DECLASSIFY ON: 25 Years from date of e-mail

DATE OF SOURCE: 1 May 2006

(b)(3)(10USC130b), (b)(6), (b)(1)1.4a

From: [REDACTED]

Sent: Saturday, February 17, 2007 6:46 PM + 4:30 = Z

To: (b)(3)(10USC130b), (b)(6)

Subject: Wx

(b)(1)1.4a

Sir,

Anticipating a 19z departure. If so, Here is the FCST for route [REDACTED]

19z:

VIS: 6 HZ

SKYCON: SCT100 BKN200

ALT: 29.88 PA: + 3360

TMP: +10

ENROUTE:

Hazards LGT MXD ICG 080-140(MSL) from (b)(1) 1.4a

Freezing Level: 080

ISOLD -Rainshowers ENROUTE

[REDACTED] 2130z Arrival:

VIS: 7

SKTCON: FEW150 BKN200

ALT: 30.02 PA: + 4800

TMP: +00

(b)(3)(10USC130b), (b)(6), (b)(1)1.5a

DERIVED FROM: (b)(1)1.4a

DECLASSIFY ON: 25 Years from date of e-mail

DATE OF SOURCE: 1 May 2006

(b)(1)1.4a

2/17/2007

(b)(1)1.4a



HEADQUARTERS

2ND BATTALION

180TH SPECIAL OPERATION AVIATION REGIMENT (AIRBORNE)
UNITED STATES ARMY SPECIAL OPERATIONS COMMAND
7277 NIGHT STALKER WAY
FORT CAMPBELL, KENTUCKY 42223-8012

Quinlan

TOTAL-2196.8

47 D-1173.5

47 E-865.9
2039.4

McCAUTS

TOTAL-1051.6

~~47 D~~ - 29.7

47 E - 480.9

1008.4

WILKINSON- ~~47 D~~ 492.2

VAUGHN-92.2

GORDON-305.7

ECOD - \$64.5 million (A/C)

(b)(3)(10USC130b), (b)(6)



NAME: RANK: SSN: C/S: PLT: BLOOD CHIT: BEACON: WGT TYPE: WGT:
 (b)(3)(10USC130b), (b)(3) 4:07-cv-06396-CW Document 80-5 Filed 05/29/2008 Page 8 of 66
 (b)(1)1.5a
 GARRIS, RYAN C. PFC.
 (b)(3)(10USC130b), (b)(6)
 THOMAS, KRISTOFFER D. PV2
 (b)(3)(10USC130b), (b)(6)
 DUFFMAN, SCOTT TSGT
 (b)(3)(10USC130b), (b)(6)
 QUINLAN, JOHN CW3
 MCCANTS, HERSEL (DAN) CW3
 (b)(3)(10USC130b), (b)(6)
 WILKINSON, ADAM SGT
 VAUGHN, TRAVIS SPC
 GORDON, BRANDON SPC

Weight 4265
 A/C Total: 22

Date of Brief: 15-Feb-07		Date of Time Period of Mission: 16 Feb 07		ETD/ETE: 1230 / 12+00	
Mission / Purpose: Case 4-07-05 06296-CW Document 80-5 Filed 05/29/2008 Page 9 of 66 Conduct tactical offset INFIL of all ground forces ISO OBJ (b)(1) 1.4a RTB to 1.4a for ROD and return to BAF on 17 FEB.					
Initial Mission Approval Complete: <input checked="" type="checkbox"/>					
MBO Initials: [REDACTED]		MAA Initials: [REDACTED]		Risk Value: 64	Date: 14-Feb-07
Key Mountain Operations, Pax Transport Seats Out, A/R or FARP, Live Fire, Live Body FRIES/SPIES Holst/Ladder over land, VMC App Tasks: w/LVR, Air land Asslt, A/R or FARP, Aerial Linkup, Pax Transport Seats Out					
Authorized Flight Modes: <input type="checkbox"/> Single-Ship <input checked="" type="checkbox"/> Multi-Ship <input type="checkbox"/> Dissimilar Multi-Ship <input checked="" type="checkbox"/> Terrain Flight Authorized Conditions: <input checked="" type="checkbox"/> Day <input type="checkbox"/> Night Unaided <input checked="" type="checkbox"/> NVG <input type="checkbox"/> Hood and or Planned IMC					
Rmks:					
ACFT Type: MH-47E		PC: [REDACTED]		Seat: <input checked="" type="checkbox"/> L <input type="checkbox"/> R	PC Initials: [REDACTED] Date: 15-Feb-07
Tail Number: 489		PI: [REDACTED]		ETD/ETE: 1230 / 12+00	
Crew: [REDACTED]		Crew: [REDACTED]		Crew: [REDACTED]	
Crew: [REDACTED]		Crew: [REDACTED]		Crew: [REDACTED]	
Pax: ASSLT 1					
Msn Status:		Time Flown:		Aircraft Status:	
Rmks: PRI NAV, ATC, AMC					
ACFT Type: MH-47E		PC: [REDACTED]		Seat: <input checked="" type="checkbox"/> L <input type="checkbox"/> R	PC Initials: [REDACTED] Date: 15-Feb-07
Tail Number: 476		PI: [REDACTED]		ETD/ETE: 1230 / 12+00	
Crew: [REDACTED]		Crew: [REDACTED]		Crew: [REDACTED]	
Crew: [REDACTED]		Crew: [REDACTED]		Crew: [REDACTED]	
Pax: ASSLT 2					
Msn Status:		Time Flown:		Aircraft Status:	
Rmks: ROZ CALLS, PRI CASEVAC					
ACFT Type: MH-47E		PC: QUINLAN		Seat: <input type="checkbox"/> L <input type="checkbox"/> R	PC Initials: [REDACTED] Date: 15 Feb 07
Tail Number: 472		PI: MCCANTS		ETD/ETE: 1230 / 12+00	
Crew: [REDACTED]		Crew: WILKINSON		Crew: VAUGHN	
Crew: GORDAN		Crew: COLEMAN		Crew:	
Pax: CSAR / SST / IRF					
Msn Status:		Time Flown:		Aircraft Status:	
Rmks: IRF, CSAR/SST					
ACFT Type:		PC:		Seat: <input type="checkbox"/> L <input type="checkbox"/> R	PC Initials: Date:
Tail Number:		PI:		ETD/ETE:	
Crew:		Crew:		Crew:	
Crew:		Crew:		Crew:	
Pax:					
Msn Status:		Time Flown:		Aircraft Status:	
Rmks:					
Msn Status: MC - Mission Complete NC - Not Completed as briefed, see remarks CX - Canceled <input type="checkbox"/> See Continuation Sheet					

PRE-MISSION (PHASE I)

Mission Analysis

Tactical Mission	3	<input checked="" type="checkbox"/>
Non Tactical	1	<input type="checkbox"/>

Flt Condition

Day	1	<input checked="" type="checkbox"/>
Night Unaided	5	<input type="checkbox"/>
NVG	2	<input checked="" type="checkbox"/>
Hood/Planned IMC	2	<input type="checkbox"/>
Single Ship	1	<input checked="" type="checkbox"/>
Multi-Ship	2	<input checked="" type="checkbox"/>
Dissimilar Multi-Ship	5	<input type="checkbox"/>
Terrain Flight	2	<input checked="" type="checkbox"/>
Wx>1000-3	1	<input type="checkbox"/>
Wx<1000-3 >500-2	2	<input checked="" type="checkbox"/>
Wx<500-2**	5	<input type="checkbox"/>

Terrain (Non Current x2)

Flat Terrain	1	<input type="checkbox"/>
Mountain (>4000')	4	<input checked="" type="checkbox"/>
Overwater	4	<input type="checkbox"/>
Jungle	4	<input type="checkbox"/>
Desert	4	<input checked="" type="checkbox"/>
Urban	4	<input type="checkbox"/>

Crew Mix (select weakest mix)

FLQ or FMQ/FMQ	1	<input type="checkbox"/>
FMQ/ BMQ	2	<input checked="" type="checkbox"/>
FMQ/ BMT/ RSP	4	<input type="checkbox"/>
FMQ/ Single Pilot	5	<input type="checkbox"/>
BMQ/BMQ	5	<input type="checkbox"/>
BMQ/BMT	6	<input type="checkbox"/>
MP/BMQ or /MP	5	<input type="checkbox"/>
FMQ/ VIP**		
(IAW Dual Pilot req. waiver)	7	<input type="checkbox"/>
FAC 2 as PC	7	<input type="checkbox"/>

Threat

Real Threat	METT-T
MILES Engagement	4 <input type="checkbox"/>

Aircraft Configuration

ERFS/ETS Installed	4	<input type="checkbox"/>
MMR (VMC)	-3	<input checked="" type="checkbox"/>
Alt Hold	-2	<input type="checkbox"/>
Live Ammo	5	<input checked="" type="checkbox"/>
MILES/Blank Ammo	2	<input type="checkbox"/>

Timeline

Deliberate (>24 hrs)	1	<input checked="" type="checkbox"/>
Crisis Action Plan	3	<input type="checkbox"/>
Hasty Plan (<6hrs)	7	<input type="checkbox"/>

Endurance Management

Normal Duty Day	1	<input checked="" type="checkbox"/>
First Extension*	3	<input type="checkbox"/>
Second Extension**	5	<input type="checkbox"/>
Third Extension RCO/JAMC	15	<input type="checkbox"/>

TOTAL Phase I 26

ENROUTE (PHASE II)

Tactical Loads

AF Transport	4	<input type="checkbox"/>
Truck	5	<input type="checkbox"/>
If winched off	-2	<input type="checkbox"/>

NBC Ops

1 Pilot Mask	5	<input type="checkbox"/>
2 Pilot/all crw**	10	<input type="checkbox"/>

Other

HGWT / reduced performance ops.*	3	<input type="checkbox"/>
----------------------------------	---	--------------------------

External Loads

Pax Transport	3	<input type="checkbox"/>
---------------	---	--------------------------

Internal

Internal	3	<input type="checkbox"/>
----------	---	--------------------------

External

External	4	<input type="checkbox"/>
----------	---	--------------------------

Seats Out

Seats Out	6	<input checked="" type="checkbox"/>
-----------	---	-------------------------------------

Emer proc tng

Emer proc tng	4	<input type="checkbox"/>
---------------	---	--------------------------

A/R or FARP

A/R or FARP	5	<input checked="" type="checkbox"/>
-------------	---	-------------------------------------

Aerial Linkup

Aerial Linkup	5	<input type="checkbox"/>
---------------	---	--------------------------

TFMMR in IMC*

TFMMR in IMC*	5	<input type="checkbox"/>
---------------	---	--------------------------

With Troops / Pax**

With Troops / Pax**	7	<input type="checkbox"/>
---------------------	---	--------------------------

TOTAL Phase II 11

Additional Risk

Factors/ Reduction Measures

Full Air Mission Briefing -3
 Back Brief with all Crews -2
 Joint OPOD with all participants -3
 All PCs have performed DA Assault missions previously -2
 Medic support internal (b)(1) aircraft -2
 Complete Commo check with air and ground forces -1
 CAS,ISR

Total Add'l -15

Risk Approval Authority

Co Cdr	Bn Cdr
Any item with an *	Any item with an **

	Phase	Total	
Low	≤30	≤60	PL, Co Cdr
Medium	>30	>60	Bn Cdr
High	>40	>70	Regt Cdr
Ex High	N/A	>90	G.O.

ACTIONS ON OBJ (PHASE III)

Action

CAS - Live Fire*	10	<input checked="" type="checkbox"/>
Live Fire*	5	<input type="checkbox"/>
Dry/ Blank Fire	3	<input type="checkbox"/>
HGWT / reduced performance ops.*	3	<input type="checkbox"/>
Shipboard Operations	3	<input type="checkbox"/>
FARP as Tanker	6	<input type="checkbox"/>
Practice FRIES	3	<input type="checkbox"/>
Live Body FRIES/SPIES/ Holst*/Ladder		
Overwater	8	<input type="checkbox"/>
Over land	5	<input checked="" type="checkbox"/>
VMC App w/LVR*	8	<input checked="" type="checkbox"/>
Air land Asslt	3	<input checked="" type="checkbox"/>
Amphib 1 & 2	3	<input type="checkbox"/>
Amphib 3 & 5	9	<input type="checkbox"/>
Amphib 4	4	<input type="checkbox"/>
Airborne Ops	4	<input type="checkbox"/>
V.I.	7	<input type="checkbox"/>
Limited MTF	3	<input type="checkbox"/>
Gen MTF	6	<input type="checkbox"/>
DART/Recovery*	9	<input type="checkbox"/>
Special Vehicle Loads	5	<input type="checkbox"/>

TOTAL Phase III 26

RETURN/POST MSN (PHASE IV)

NBC Ops

1 Pilot Mask	5	<input type="checkbox"/>
2 Pilot/all crw**	10	<input type="checkbox"/>

Other

External Loads	3	<input type="checkbox"/>
Pax Transport		
Internal	3	<input type="checkbox"/>
External	4	<input type="checkbox"/>
Seats Out	6	<input checked="" type="checkbox"/>
Emer proc tng	4	<input type="checkbox"/>
A/R or FARP	5	<input checked="" type="checkbox"/>
Aerial Linkup	5	<input checked="" type="checkbox"/>
TFMMR in IMC*	5	<input type="checkbox"/>
With Troops/pax**	7	<input type="checkbox"/>
HGWT / reduced performance ops.*	3	<input type="checkbox"/>
AF Transport	3	<input type="checkbox"/>

TOTAL Phase IV 16

GRAND TOTAL

64

(b)(3)(10USC130b),(b)(6)

Mission Briefing Officer (pri

(signature)

Final Mission Approval Authority (pri

(signature)

Pages removed for the following reason: (b)(1)1.4a (b)(1)1.4g

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QTY		ITEM	INDIV	STA	WT	MOM	COMP
OPER	MSR		WEIGHT				
WT	WT						
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
TOTAL			348.0	6683.0	2325.8		

SUMMARY	WT	STA	MOM
ZONE A	500	75.0	37.5
ZONE B	250	105.0	26.3
ZONE C	2020	169.1	341.6
ZONE D	6445	361.1	2327.0
ZONE E	500	460.0	230.0
ZONE F	1138	509.6	579.9
ZONE G	0	0.0	0.0
AUX TANKS			
TANK 1	0	0.0	0.0
TANK 2	0	0.0	0.0
TANK 3	0	0.0	0.0
FUEL			
MAIN	8000	310.0	2480.0
AUX 1	0	250.0	0.0
AUX 2	0	330.0	0.0
AUX 3	0	410.0	0.0
BASIC A/C	28379.5	326.6	9267.5

QTY		ITEM	INDIV	STA	WT	MOM	COMP
OPER	MSN		WEIGHT				
WT	WT						
0	0	BPS NEO (all panels)	1821.0	312.3	0.0	0.0	D
0	0	LEFT SIDE #3	80.0	229.3	0.0	0.0	C
0	0	LEFT SIDE #4	56.0	280.1	0.0	0.0	D
0	0	LEFT SIDE #5	55.0	320.1	0.0	0.0	D
0	0	LEFT SIDE #6	58.0	340.1	0.0	0.0	D
0	0	LEFT SIDE #7	80.0	410.0	0.0	0.0	E
0	0	RIGHT SIDE #3	80.0	229.3	0.0	0.0	C
0	0	RIGHT SIDE #4	56.0	280.1	0.0	0.0	D
0	0	RIGHT SIDE #5	53.0	320.1	0.0	0.0	D
0	0	RIGHT SIDE #6	54.0	340.1	0.0	0.0	D
0	0	RIGHT SIDE #7	83.0	410.0	0.0	0.0	E
0	0	FLOOR #3	76.0	170.3	0.0	0.0	C
0	0	FLOOR #4	77.0	180.3	0.0	0.0	C
0	0	FLOOR #5	78.0	210.2	0.0	0.0	C
0	0	FLOOR #6	78.0	229.9	0.0	0.0	C
0	0	FLOOR #7	78.0	250.3	0.0	0.0	D
0	0	FLOOR #8	78.0	269.9	0.0	0.0	D
0	0	FLOOR #9	78.0	290.1	0.0	0.0	D
0	0	FLOOR #10	78.0	310.1	0.0	0.0	D
0	0	FLOOR #11	78.0	330.1	0.0	0.0	D
0	0	FLOOR #12	78.0	350.1	0.0	0.0	D
0	0	FLOOR #13	78.0	369.9	0.0	0.0	E
0	0	FLOOR #14	77.0	390.2	0.0	0.0	E
0	0	FLOOR #15	79.0	410.2	0.0	0.0	E
0	0	FLOOR #16	78.0	429.9	0.0	0.0	E
0	0	FLOOR #17	77.0	450.8	0.0	0.0	E
1	0	BPS RAMP KIT (all panels)	450.0	496.5	450.0	223.4	F
0	0	LEFT SIDE	58.0	462.0	0.0	0.0	E
0	0	RIGHT SIDE	58.0	462.0	0.0	0.0	E
0	0	FLOOR	91.0	472.8	0.0	0.0	E
0	0	RAMP #19	81.0	501.8	0.0	0.0	F
0	0	RAMP #20	81.0	521.8	0.0	0.0	F
0	0	RAMP #21	81.0	541.8	0.0	0.0	F
0	0	BPS TANK @ 270 TREADWAY (NEO)	60.0	270.0	0.0	0.0	D
0	0	@ 410 TREADWAY (NEO)	60.0	409.9	0.0	0.0	E
1	0	SEATS (All seats removed)	-155.0	316.2	-155.0	-49.0	D
0	0	SEATS LEFT	-14.0	191.0	0.0	0.0	C
0	0	SEATS LEFT	-14.0	251.0	0.0	0.0	D
0	0	SEATS LEFT	-14.0	311.0	0.0	0.0	D
0	0	SEATS LEFT	-14.0	371.0	0.0	0.0	E
0	0	SEATS LEFT	-14.0	431.0	0.0	0.0	E
0	0	SEATS RIGHT	-14.0	191.0	0.0	0.0	C
0	0	SEATS RIGHT	-14.0	251.0	0.0	0.0	D
0	0	SEATS RIGHT	-14.0	311.0	0.0	0.0	D
0	0	SEATS RIGHT	-14.0	371.0	0.0	0.0	E
0	0	SEATS RIGHT	-14.0	431.0	0.0	0.0	E
0	0	SEAT 1 LEFT	-5.0	151.0	0.0	0.0	C
0	0	SEAT 32 LEFT	-5.0	471.0	0.0	0.0	E
0	0	SEAT 33 RIGHT	-5.0	471.0	0.0	0.0	E

DISTRIBUTION OF LOAD							
QTY		ITEM	INDIV	STA	WT	MOM	COMP
OPER	WT		WEIGHT				
0	0	AUX TANK 1 (+ hardware)	860.0	250.0	0.0	0.0	D
0	0	AUX TANK 2 (+ hardware)	860.0	330.0	0.0	0.0	D
0	0	AUX TANK 3 (+ hardware)	860.0	410.0	0.0	0.0	E
0	0	FARP KIT	590.0	464.0	0.0	0.0	E
	1	LOAD ON FWD HOOK	0.0	249.0	0.0	0.0	D
	1	CENTER HOOK	0.0	331.0	0.0	0.0	D
	1	AFT HOOK	0.0	409.0	0.0	0.0	E
	1	TANDEM HOOKS	0.0	329.0	0.0	0.0	D
0	0	C2 CONSOLE AND SEATS	400.0	240.0	0.0	0.0	C
0	2	M-134 MOUNT (1 ea)	51.5	139.8	103.0	14.4	C
0	2	MINIGUN (1 ea)	67.5	139.8	135.0	18.9	C
0	2	AMMO CAN assy, chutes, cables (1 ea)	56.0	180.8	112.0	20.2	C
0	2	AMMO (3500 rds @ 0.065 lbs/rd)	227.5	190.0	455.0	86.5	C
0	0	ALSE S/B	360.0	360.0	0.0	0.0	D
0	0	PFARP	140.0	360.0	0.0	0.0	D
0	0	ROLLERS	120.0	400.0	0.0	0.0	E
0	0	CENTER RIG	120.0	340.0	0.0	0.0	D
0	16	PAX w/BAGGAGE	275.0	360.0	4400.0	1584.0	D
0	0	SHOPS DSKS/EQUIPMENT	150.0	360.0	0.0	0.0	D
0	0	WEAPONS DSKS	150.0	500.0	0.0	0.0	F
0	4	AMMO CARGO (120 lbs per 1500rds)	120.0	500.0	480.0	240.0	F
0	0	HUMMV (5200 lbs empty)	7500.0	400.0	0.0	0.0	E
0	0	RSOV	6000.0	400.0	0.0	0.0	E
0	0	PINZGAUER	9000.0	400.0	0.0	0.0	E
0	0	WEASEL	4500.0	400.0	0.0	0.0	E
0	0	SUPERCAT	6500.0	400.0	0.0	0.0	E
0	0	ZODIAC	1000.0	440.0	0.0	0.0	E
0	0	NITROGEN BOTTLE	250.0	440.0	0.0	0.0	E
0	2	AFT. FRIES BAR	104.0	560.0	208.0	116.5	F
1	0	BPS STA. 200 FWD (all panels)	495.0	143.3	495.0	71.0	C
0	0	PILOT LEFT FOOT	2.0	56.7	0.0	0.0	A
0	0	PILOT LEFT FLOOR LEFT	9.0	65.0	0.0	0.0	A
0	0	PILOT LEFT FLOOR RIGHT	10.0	64.5	0.0	0.0	A
0	0	PILOT LEFT DOOR	20.0	89.4	0.0	0.0	A
0	0	PILOT RIGHT FOOT	2.0	56.7	0.0	0.0	A
0	0	PILOT RIGHT FLOOR LEFT	10.0	65.2	0.0	0.0	A
0	0	PILOT RIGHT FLOOR RIGHT	9.0	64.7	0.0	0.0	A
0	0	PILOT RIGHT DOOR	20.0	89.4	0.0	0.0	A
0	0	COMPANION WAY FLOOR	29.0	105.5	0.0	0.0	B
0	0	UNDER GUN SIDE	47.0	141.1	0.0	0.0	C
0	0	LEFT SIDE	88.0	182.8	0.0	0.0	C
0	0	RIGHT SIDE DOOR #1	21.0	140.0	0.0	0.0	C
0	0	RIGHT SIDE DOOR #2	88.0	182.8	0.0	0.0	C
0	0	FLOOR #1	62.0	132.0	0.0	0.0	C
0	0	FLOOR #2	78.0	150.0	0.0	0.0	C

Last 90 Day Update: 17-Jan-07

DATE PREPARED : 19-Feb-07
 AIRCRAFT TYPE : MH-47E
 SERIAL NUMBER : 92-00472
 COMPUTED BY : YOUR NAME

CONFIGURATION #1

1. BPS Sta. 200 FWD & Ramp Kit (All Pieces)
2. All passenger seats Rmvd

ITEM	WEIGHT (lbs)	STA (in)	MOM/ 1000
BASIC AIRCRAFT	28379.5	326.6	9267.5
PILOT/CP	500	75.0	37.5
TC	250	105.0	26.3
CE 1 (fwd)	250	171.0	42.8
CE 2 (fwd)	250	171.0	42.8
CE 3 (aft)	250	460.0	115.0
CE 4 (aft)	250	460.0	115.0
CREW's BAGGAGE	100	200.0	20.0
EMERGENCY EQUIP.	120	210.0	25.2
EXTRA EQUIP.	2200	360.0	792.0
Operating LOAD	790	310.6	245.4
OPERATING WT.	33340	321.8	10729.3

FUEL ONBOARD	Lbs
MAIN R/H	4000
MAIN L/H	4000
TANK 1	0
TANK 2	0
TANK 3	0

DISTRIBUTION OF MISSION LOAD

ITEM	WEIGHT (lbs)	STA. (in)	MOM/ 1000
TAKEOFF FUEL (lbs)			
MAIN R/H	4000	310.0	1240.0
MAIN L/H	4000	310.0	1240.0
TANK 1	0	250.0	0.0
TANK 2	0	330.0	0.0
TANK 3	0	410.0	0.0
TOTAL FUEL	8000	310.0	2480.0
TOTAL AIRCRAFT WT.	41340	319.5	13209.3
Mission LOAD	5893	353.0	2080.5
TAKEOFF WT	47233	323.7	15289.8
TAKEOFF CG (in)		323.7	
PERMISSIBLE CG (in)	313.7		334.9
ZERO FUEL WT.	39233	326.5	12809.8
CARGO LOAD RMVD	0	0.0	0.0
Mission Load Cont.	5893	353.0	2080.5
TOTAL	5893	353.0	2080.5

LIMITATIONS

CONDITION	TAKEOFF	LANDING	ESTIMATED LND'G FUEL
ALLOWABLE GW.	54000	54000	MAIN R/H 500 310.0 155.0
TOTAL A/C WT.	41340	N/A	MAIN L/H 500 310.0 155.0
OPERATING WT.	33340	N/A	TANK 1 0 250.0 0.0
ALLOWABLE LOAD	6768	N/A	TANK 2 0 330.0 0.0
PERMISS CG FWD	313.7	310.0	TANK 3 0 410.0 0.0
PERMISS CG AFT	334.9	338.7	LANDING WT/MOM 40233 326.1 13119.8
WT & BAL AUTHORITY:			LANDING CG (in) 326.1
PILOT SIGNATURE:			PERMISSIBLE CG (in) 310.0 338.7

MH-47E PERFORMANCE PLANNING CARD

FRONT

(b)(1) 1.4a

DEPARTURE DATA

DEPARTURE PA	4852	FT	TEMP	5	°C
TAKEOFF GWT	48900	LBS	FUEL	5400	LBS
MAX TQ AVAILABLE	97	%	*103*	%	SINGLE
GO / NO GO TQ	85	%	10	FT	SINGLE ENGINE
PRED HOVER TQ	83	%	10	FT	%
HOVER OGE TQ	97	%	80	FT	%
	IGE		OGE		OGE
MAX GWT HVR (LBS)	*55127*		50068		36077
MAX R/C A/S	80	CAS	58	%	22383
MAX RANGE A/S	124	CAS	79	%	N/C
MIN / MAX A/S	0	CAS	130	CAS	N/C
VAL FACTOR	50000	LBS @	10	FT	85
FACTOR	52000	LBS @	10	FT	90

CRUISE DATA

CRUISE PA	5600	FT	TEMP	4	°C
CRUISE GWT	48679	LBS	DELTA(Δ) DRAG	0	FT ²
CHART PA	Calc	FT	CHART TEMP	Calc	°C
MAX TQ AVAILABLE	95	%	*101*	%	SINGLE
CRUISE A/S	101	%	CAS	110	TAS
CRUISE TQ	65	%		2611	FF in PPH
RET LCT VNE	47	CAS	INOP CGI	103	CAS
MAX R/C A/S	78	CAS	59	%	N/C
MAX RANGE A/S	122	CAS	80	%	N/C
MIN / MAX A/S	12	CAS	126	CAS	N/C
SESC (ALT) (50FPM)	N/C	°C	N/C	MSL	10000
SESC (WT) (50FPM)	4	°C	5000	MSL	10000

TF DATA

MAX CLIMB ANGLE	7.1	°	@	78	CAS
PRESENT CLIMB CAPABILITY	4.0	°	@	101	CAS

ARRIVAL DATA

ARRIVAL PA	2835	FT	TEMP	6	°C
ARRIVAL GWT	47410	LBS	FUEL	3910	LBS
MAX TQ AVAILABLE	104*	%	*111*	%	SINGLE
PRED HOVER TQ	77	%	10	FT	%
HOVER OGE TQ	90	%	80	FT	%
	IGE		OGE		OGE
MAX GWT HVR (LBS)	*57580*		51365		38986
MIN / MAX A/S	0	CAS	149	CAS	112

NOTE: Recompute if PA changes + 1000/Temp + 5°C / Weight increase of 1000lbs
Asterisks (*) indicate calculations that exceed AWR limits or aircraft capabilities

VER. 2.0

MH-47E PERFORMANCE PLANNING CARD

BACK

HOVER DATA

CONDITION 1: EXFIL TO OBJ (OBJ)	TEMP	7	°C	PA	5600	TEMP	4	°C
PA	2835	TEMP	HVR HT	10	GWT	44983	HVR HT	10
GWT	48325	HVR HT	10	GWT	44983	HVR HT	10	10
MARG	1,000	MARG	1,000	MARG	1,000	MARG	1,000	1,000
OPERATING LIMIT	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG
TQ AVAILABLE	101	%	95	%	95	%	95	%
TQ RQRD (IGE)	75	%	75	%	75	%	75	%
FUEL FLOW (IGE)	2994	PPH	2911	PPH	2911	PPH	2911	PPH
TQ RQRD (OGE)	87	%	87	%	87	%	87	%
FUEL FLOW (OGE)	3378	PPH	3322	PPH	3322	PPH	3322	PPH
MAX GWT HVR (IGE)	54000	LBS	53343	LBS	53343	LBS	53343	LBS
MAX LOAD (IGE)	7675	LBS	8360	LBS	8360	LBS	8360	LBS
MAX GWT HVR (OGE)	51302	LBS	47585	LBS	47585	LBS	47585	LBS
MAX LOAD (OGE)	4877	LBS	2602	LBS	2602	LBS	2602	LBS
HVR ABS CIG (IGE)	8668	FT	9791	FT	9791	FT	9791	FT
HVR ABS CIG (OGE)	5851	FT	7008	FT	7008	FT	7008	FT
MAX HVR HT (AGL)	OGE	FT	OGE	FT	OGE	FT	OGE	FT
TAKEOFF DISTANCE	640	FT	840	FT	840	FT	840	FT
MAX VERT RT CLIMB	1161	FPM	938	FPM	938	FPM	938	FPM
FF @ FLT IDLE	1420	PPH	1290	PPH	1290	PPH	1290	PPH
FF @ GND IDLE	681	PPH	623	PPH	623	PPH	623	PPH

CRUISE DATA

CONDITION 1: INFIL HIGH MEA 38	TEMP	1	°C	PA	8700	TEMP	8	°C
PA	6900	TEMP	Δ Drag	0	GWT	45717	Δ Drag	0
GWT	48085	Δ Drag	0	GWT	45717	Δ Drag	0	0
CAS	98	TAS	*110*	CAS	*110*	TAS	110	110
MARG	1,000	ROC	0	MARG	1,000	ROC	0	0
OPERATING LIMIT	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG	DUAL ENG
TQ AVAILABLE	91	%	90	%	90	%	90	%
TQ REQUIRED	66	%	60	%	60	%	60	%
FUEL FLOW	2609	PPH	2453	PPH	2453	PPH	2453	PPH
MAX ENDUR R/C A/S	76	CAS	77	CAS	77	CAS	77	CAS
R/C @ MAX R/C A/S	1363	FPM	1536	FPM	1536	FPM	1536	FPM
R/C @ INPUT A/S	1103	FPM	1331	FPM	1331	FPM	1331	FPM
TF CLIMB ANGLE	3.3	°	4.1	°	4.1	°	4.1	°
MAX RANGE A/S	118	CAS	120	CAS	120	CAS	120	CAS
VNE	153	CAS	153	CAS	153	CAS	153	CAS
VCGI	118	CAS	125	CAS	125	CAS	125	CAS
MAX FLT WT At Input A/S	54000	LBS	53439	LBS	53439	LBS	53439	LBS
MAX FLT WT At Max R/C A/S	54000	LBS	54000	LBS	54000	LBS	54000	LBS
MIN AIRSPEED	18	CAS	9	CAS	9	CAS	9	CAS
MAX AIRSPEED	118	CAS	125	CAS	125	CAS	125	CAS
SERVICE CIG (TEMP)	1	°C	6	°C	6	°C	6	°C
SERVICE CIG (MSL)	9876	FT	10461	FT	10461	FT	10461	FT

* indicates calculations that exceed AWR limits or aircraft capabilities

<http://www.defenseindustrydaily.com/2006/03/honeywell-gets-715m-for-ch47fs-t55714a-engines/index.php> 26 MAR 07

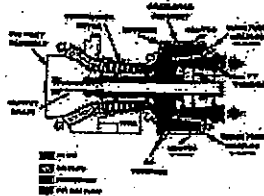
Home » Honeywell Gets \$71.5M for CH-47F's T55-714A Engines

Honeywell Gets \$71.5M for CH-47F's T55-714A Engines

Posted 13-Mar-2006 06:22

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T55-714 airflow cutaway
(click to view full)

Honeywell International Inc. in Phoenix, AZ received a \$71.5 million modification to a firm-fixed-price contract for CH-47 **T55-714A engines** and fielding kits. The T55-714A engine is upgrading the existing CH-47D fleet, and is also part of the **USA's CH-47F Chinook Cargo Helicopter Modernization Program**, which DID recently covered in-depth. **Honeywell notes** that the estimated production value of these engines from 2002-2010 is \$1.1 billion if all engine options are exercised. Work on this modification will be performed in Phoenix, AZ and is expected to be complete by Dec. 31, 2009. This was a sole source contract initiated on Feb. 13, 2003 by the U.S. Army Aviation and Missile Command in Redstone Arsenal, AL (W58RGZ-04-C-0061).

The new T55-714A engines deliver 4,868 horsepower each, enabling the CH-47F to reach speeds in excess of 175 mph and transport up to 21,016 pounds. As a point of **comparison**, the original CH-47A's twin T55-L7 engines generated 2,650 SHP each, and the CH-47D's T55-L-712 turboshaft engines produced 3,750 SHP. This power increase is especially **useful in hot and high-altitude conditions**. Chinook-Helicopter.com has more **pictures and information concerning the T55 engine family**.

1. END ITEM		2. SAMPLE FREQUENCY		3. COMPONENT			
a. NOMENCLATURE HELICOPTER		Hrs Days		a. NOMENCLATURE ENGINE, GAS TURBINE (714A)			
b. MAKE OR TYPE MH-47E				b. SERIAL NUMBER 06PGA00888		d. ACFT HRS LAST OIL CHANGE 3699	
c. SERIAL NUMBER 9200472				c. TIME SINCE NEW OR OVERHAUL 0		e. ACFT HRS INSTALLED 0	
4. DATE SAMPLE SUBMITTED	5. HOURS END ITEM a COMPONENT b LAST OIL CHG c			6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED DATE a PID b	
10-Aug-2006	3699	0	0	INITIAL			DM827370
30-Sep-2006	3748	49	49	ROUTINE	NORMAL	05-Oct-2006	DH042717
02-Nov-2006	3797	98	98	ROUTINE	NORMAL	06-Nov-2006	JM431148
30-Nov-2006	3821	122	122	ROUTINE	NORMAL	06-Dec-2006	DM827370
17-Dec-2006	3852	153	153	ROUTINE			DM827370
07-Feb-2007	3898	199	199	ROUTINE	NORMAL	08-Feb-2007	TB684508

9. REMARKS:

25 AUG 2006: DATE OIL SAMPLES ENTERED INTO ULLSA PH826449, WESTAR, FTCKY 42223. 7-FEB-2007: 100 HR

[illegible]

SIGNIFICANT HISTORICAL DATA

13.

DA FORM 2408-19-E, NOV 91
EDITION OF MAY 67 IS OBSOLETE

This image shows a completely blank white page. It is surrounded by a thick black border, which appears to be the edge of a scanner or a frame. There are no markings, text, or illustrations on the page itself.

REVERSE OF DA FORM 2408-19-E, NOV 91

AIRCRAFT ENGINE TURBINE WHEEL HISTORICAL RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		

7.

SIGNIFICANT HISTORICAL DATA

6 NOMENCLATURE AND WUC a		PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e NOMEN REMOVAL CYC/HRS f	TIME SINCE O/H g	COMP NSTALL CYC/HRS h COMP REMOVAL CYC/HRS i	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
--	--	---------------------------	---	-----------------------------	---	-------------------------------	---	-----------------------------------	--

DISK 7TH COMPRESSOR(714A)	2-100-045-09	050350108780	RC	0	RC	0	15000	15000
04A01C09G	2840-01-475-9270	2					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391918	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	2					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391903	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	2					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391906	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	2					cycles	
SPACER 6TH COMPRESSOR(714A)	2-100-052-33	050350110868	RC	0	RC	0	15000	15000
04A01C09L	2840-01-475-9238	2					cycles	

1. NOMENCLATURE COMPRESSOR ROTOR ASSY(714A)		2. NSN 2840-01-128-6582	3. PART NUMBER OR MODEL 2-101-600-57	4. SERIAL NUMBER 051365106626	5. WUC 04A01C			
a NOMENCLATURE AND WUC	b PN AND NSN	c COMPONENT SER NO. LOCATION	d NO. PREV O/H	e NOMEN NSTALL CYC/HRS	f TIME SINCE O/H	g COMP NSTALL CYC/HRS	h O/H OR REPLAC LIFE	i REP. DUE (Engine Hours/ Cycles)
				h NOMEN REMOVAL CYC/HRS		i COMP REMOVAL CYC/HRS		
CENTRIFUGAL IMPELLER(714A)	2-100-180-17	051365106626	RC	0	RC	0	15000	15000
04A01D	2840-01-128-6582	2					cycles	
COMPRESSOR SHAFT(714A)	2-101-238-09	062517400267	RC	0	RC	0	15000	15000
04A01C01	2840-01-391-7257	2					cycles	
COMPRESSOR SPACER 1ST(714A)	2-103-024-04	060350100769	RC	0	RC	0	15000	15000
04A01C09H	5365-01-492-9294	2					cycles	
COMPRESSOR SPACER 2ND(714A)	2-100-047-09	061686800308	RC	0	RC	0	15000	15000
04A01C09J	5365-01-214-5928	2					cycles	
DISK 1ST COMPRESSOR(714A)	2-101-331-09	061365107393	RC	0	RC	0	15000	15000
04A01C09A	NSN PENDING	2					cycles	
DISK 2ND COMPRESSOR(714A)	2-101-332-06	051365108919	RC	0	RC	0	13000	13000
04A01C09B	NSN PENDING	2					cycles	
DISK 3RD COMPRESSOR(714A)	2-101-263-07	050350110529	RC		RC	0	11000	11000
04A01C09C	NSN PENDING	2					cycles	
DISK 4TH COMPRESSOR(714A)	2-100-042-10	050350110529	RC	0	RC	0	15000	15000
04A01C09D	NSN PENDING	2					cycles	
DISK 5TH COMPRESSOR(714A)	2-100-043-10	050350110709	RC	0	RC	0	15000	15000
04A01C09E	NSN PENDING	2					cycles	
DISK 6TH COMPRESSOR(714A)	2-100-044-08	050350110809	RC	0	RC	0	15000	15000
04A01C09F	NSN PENDING	2					cycles	

PART 2 - 714A ENGINE/COMPONENT REPORT APPROVED BY DA G4

1. MODEL T55-GA-714A		2. ENG S/N 06PGA00888		3. NOMENCLATURE COMPRESSOR ROTOR ASSY(714A)		4. P/N 2-101-600-57		5. S/N 051365108626	
6. HISTORICAL COUNTS ON ENGINE									
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h	7. NO. OF OVERHAULS
2									READING AT REMOVAL OF ENGINE = Total Counts
1-	0	0	0	0	0	0	0	0	READING AT INSTALLATION
3=									LINE 2 MINUS LINE 1 = Total Counts since install

PART 1 - 714A ENGINE / COMPONENT REPORT APPROVED BY HQ DA G4

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		

7.

SIGNIFICANT HISTORICAL DATA

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1. NOMENCLATURE TURBINE ROTOR(714A)	2. NSN 2840-01-458-5361	3. PART NUMBER OR MODEL 2-141-140-45	4. SERIAL NUMBER 06P13805	5. WUC 04A03E				
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e NOMEN REMOVAL CYC/HRS f	TIME SINCE O/H g	COMP NSTALL CYC/HRS h COMP REMOVAL CYC/HRS i	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
DISK 4TH TURBINE(714A)	2-141-170-22	051365103881	RC		RC	0	10960	10960
04A03E02	2825-01-205-0769	2					cycles	
SHAFT INTEGRAL 3RD DISK(714A)	2-141-350-10	051365104719	RC		RC	0	13200	13200
04A03F	2840-01-470-8620	2					cycles	

1. MODEL T55-GA-714A		2. ENG S/N 06PGA00888		3. NOMENCLATURE TURBINE ROTOR(714A)		4. P/N 2-141-140-45		5. S/N 08P13805	
6. HISTORICAL COUNTS ON ENGINE									
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h	7. NO. OF OVERHAULS
2									READING AT REMOVAL OF ENGINE = Total Counts
1-	0	0	0	0	0	0	0	0	READING AT INSTALLATION
3=									LINE 2 MINUS LINE 1 = Total Counts since Install

PART 1 - 714A ENGINE / COMPONENT REPORT APPROVED BY HQ DA G4

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		

7. SIGNIFICANT HISTORICAL DATA

19-Jul-2006 1 ENGINE INSTALLED ON A/C 9200472 AT 0 HRS AND 0 CYCLES

AZ234969 DCO 2/160 FTCKY

21-Jul-2006 1 ENGINE INSTALLED IN ELAS. COMPONENT WILL BE CONVERTED TO ULLSA SYSTEM. THE FOLLOWING COMP DID NOT APPEAR ON ELAS INSTALLABLE LIST, BUT WILL BE INSTALLED AT CONVERSION TO ULLSA:
COMPRESSOR SPACER 1ST
04A1C09H
PN: 2-103-024-07
NSN: 5365-01-492-9294
SN: 060350100769
#OH: RC
NOMEN INST HRS: 0
TSO: RC
COMP INST HRS: 0
O/H OR REPLACEMENT LIFE: 15000 CYCLES

PH826449, PCW WESTAR FTCKY 42223

04-Aug-2006 1 50 HR INSP. ENG HRS: 0, 3RD COMP DISK: 0, GP SEALING PLATE: 0, GP SPACER: 0, 1ST TURBINE DISK: 0, 2ND TURBINE DISK: 0, 3RD TURBINE DISK: 0, 4TH TURBINE DISK: 0, N1 MAJOR CYCLES: 0, N1 MINOR CYCLES: 0.

JT213623 D CO 2ND BN 160TH SOAR (A) FTCKY 42223

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		

SPACER TURBINE GAS(714A)	2-121-071-42	051365109438	RC		RC	0	8300	8300
04A02B13	5365-01-467-9095	2						
						cycles		
TURBINE ROTOR(714A)	2-141-140-45	06P13805	CC	0	CC	0	COND	COND
04A03E	2840-01-483-0254	2						

1. NOMENCLATURE ENGINE, GAS TURBINE (714A)		2. NSN 2840-01-458-5361	3. PART NUMBER OR MODEL 2-001-020-39		4. SERIAL NUMBER 06PGA00888		5. WUC 04A	
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e NOMEN REMOVAL CYC/HRS f	TIME SINCE O/H g	COMP NSTALL CYC/HRS h COMP REMOVAL CYC/HRS i	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
ENGINE, GAS TURBINE (714A)	2-001-020-39	06PGA00888	0	0	0	0	2400	2400
04A	2840-01-458-5361							
COMPRESSOR ROTOR ASSY(714A)	2-101-600-57	051365106626	CC	0	CC	0	COND	COND
04A01C	NSN PENDING	2						
CYLINDER 1ST TURBINE(714A)	2-121-470-49	061499500404	CC	0	CC	0	COND	COND
04A03B	2840-01-478-5346	2						
DISK ASSY 1ST TURBINE(714A)	2-121-090-79	051365108620	RC		RC	0	8500	8500
04A03A	NSN PENDING	2					cycles	
DISK ASSY 2ND TURBINE(714A)	2-121-110-35	051365109037	RC		RC	0	3300	3300
04A03C	NSN PENDING	2					cycles	
HYDROMECHANICAL ASSY	110700-02D6	1159901341248	0	0	0	0	2400	2400
04A05A	2915-01-371-9305	2					eng hrs	
LINER ASSY, COMBUSTION	2-131-110-76	062463718192	CC	0	CC	0	COND	COND
04A02A	2840-01-458-9984	2						
NOZZLE ASSY 1ST TURBINE	2-121-430-25	06P14491	CC	0	CC	0	COND	COND
04A02C	2840-01-461-4685	2						
NOZZLE ASSY, 2ND TURBINE	2-121-100-79	062490600597	CC	0	CC	0	COND	COND
04A03D	2835-01-453-7890	2						
SEALING PLATE 1ST GP(714A)	2-121-075-36	051365103338	RC		RC	0	20990	20990
04A02B12	2840-01-465-8934	2					cycles	

1. MODEL T55-GA-714A		2. ENG S/N 06PGA00886		3. NOMENCLATURE ENGINE, GAS TURBINE (714A)		4. P/N 2-001-020-39		5. S/N ACFT 9200472		5A. DECU S/N 1159900020092	
6. HISTORICAL COUNTS ON ENGINE											
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h	7. NO. OF OVERHAULS 0		
2									READING AT REMOVAL OF ENGINE = Total Counts		
1-	0	0	0	0	0	0	0	0	READING AT INSTALLATION		
3=									LINE 2 MINUS LINE 1 = Total Counts since install		

PART 1 - 714A ENGINE / COMPONENT REPORT APPROVED BY HQ DA G4

No.2 Engine

06PGA00888

1. ENGINE		2. SAMPLE FREQUENCY		3. COMPONENT			
a. NOMENCLATURE HELICOPTER		Hrs Days		a. NOMENCLATURE ENGINE, GAS TURBINE (714A)			
b. MAKE OR TYPE MH-47E				b. SERIAL NUMBER 06PGA00887		d. ACFT HRS LAST OIL CHANGE 3699	
c. SERIAL NUMBER 9200472				c. TIME SINCE NEW OR OVERHAUL 0		e. ACFT HRS INSTALLED 0	
4. DATE SAMPLE SUBMITTED	5. HOURS			6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED	
	END ITEM a	COMPONEN b	LAST OIL CHG c			DATE a	PID b
10-Aug-2006	3699	0	0	INITIAL			DM827370
30-Sep-2006	3748	49	49	ROUTINE	NORMAL	05-Oct-2006	DH042717
02-Nov-2006	3797	98	98	ROUTINE	NORMAL	06-Nov-2006	JM431148
30-Nov-2006	3821	122	122	ROUTINE	NORMAL	06-Dec-2006	DM827370
17-Dec-2006	3852	153	153	ROUTINE			DM827370
07-Feb-2007	3898	199	199	ROUTINE	NORMAL	08-Feb-2007	TB684508

9. REMARKS:
25 AUG 2006: DATE OIL SAMPLES ENTERED INTO ULLSA PH826449, WESTAR, FTCKY 42223. 7-FEB-2007: 100 HR

[illegible]

DA FORM 2408-19-E, NOV 91
EDITION OF MAY 67 IS OBSOLETE

[illegible]

DA FORM 2408-19-E, NOV 91
EDITION OF MAY 67 IS OBSOLETE

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		

7.

SIGNIFICANT HISTORICAL DATA

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e NOMEN REMOVAL CYC/HRS f	TIME SINCE O/H g	COMP NSTALL CYC/HRS h COMP REMOVAL CYC/HRS i	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
DISK 7TH COMPRESSOR(714A)	2-100-045-09	050350108790	RC	0	RC	0	15000	15000
04A01C09G	2840-01-475-9270	1					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391915	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	1					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391904	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	1					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391891	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	1					cycles	
SPACER 6TH COMPRESSOR(714A)	2-100-052-33	050350110869	RC	0	RC	0	15000	15000
04A01C09L	2840-01-475-9238	1					cycles	

1. MODEL T55-GA-714A		2. ENG S/N 06PGA00887		3. NOMENCLATURE COMPRESSOR ROTOR ASSY(714A)		4. P/N 2-101-600-57		5. S/N 051365109302	
6. HISTORICAL COUNTS ON ENGINE									
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h	7. NO. OF OVERHAULS
2									READING AT REMOVAL OF ENGINE = Total Counts
1-	0	0	0	0	0	0	0	0	READING AT INSTALLATION
3=									LINE 2 MINUS LINE 1 = Total Counts since Install

PART 1 - 714A ENGINE / COMPONENT REPORT APPROVED BY HQ DA G4

1. NOMENCLATURE COMPRESSOR ROTOR ASSY(714A)		2. NSN 2840-01-128-6582	3. PART NUMBER OR MODEL 2-101-500-577	4. SERIAL NUMBER 051365109302	5. WUC 04A01C			
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		
CENTRIFUGAL IMPELLER(714A)	2-100-180-17	051365109302	RC	0	RC	0	15000	15000
04A01D	2840-01-128-6582	1					cycles	
COMPRESSOR SHAFT(714A)	2-101-238-09	062517400277	RC	0	RC	0	15000	15000
04A01C01	2840-01-391-7257	1					cycles	
COMPRESSOR SPACER 1ST(714A)	2-103-024-04	060350100762	RC	0	RC	0	15000	15000
04A01C09H	5365-01-492-9294	1					cycles	
COMPRESSOR SPACER 2ND(714A)	2-100-047-09	061686800318	RC	0	RC	0	15000	15000
04A01C09J	5365-01-214-5928	1					cycles	
DISK 1ST COMPRESSOR(714A)	2-101-331-09	051365107391	RC	0	RC	0	15000	15000
04A01C09A	NSN PENDING	1					cycles	
DISK 2ND COMPRESSOR(714A)	2-101-332-06	051365108909	RC	0	RC	0	13000	13000
04A01C09B	NSN PENDING	1					cycles	
DISK 3RD COMPRESSOR(714A)	2-101-263-07	050350110758	RC		RC	0	11000	11000
04A01C09C	NSN PENDING	1					cycles	
DISK 4TH COMPRESSOR(714A)	2-100-042-10	050350110510	RC	0	RC	0	15000	15000
04A01C09D	NSN PENDING	1					cycles	
DISK 5TH COMPRESSOR(714A)	2-100-043-10	050350110746	RC	0	RC	0	15000	15000
04A01C09E	NSN PENDING	1					cycles	
DISK 6TH COMPRESSOR(714A)	2-100-044-08	050350110518	RC	0	RC	0	15000	15000
04A01C09F	NSN PENDING	1					cycles	

PART 2 - 714A ENGINE/COMPONENT REPORT APPROVED BY DA G4

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		

7.

SIGNIFICANT HISTORICAL DATA

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1. NOMENCLATURE TURBINE ROTOR(714A)		2. NSN 2840-01-459-5861	3. PART NUMBER OR MODEL 2-141-170-22		4. SERIAL NUMBER 06P13884		5. WUC 04A03E		
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k	
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i			
DISK 4TH TURBINE(714A)		2-141-170-22	051365103862	RC		RC	0	10960	10960
04A03E02		2825-01-205-0769	1						cycles
SHAFT INTEGRAL 3RD DISK(714A)		2-141-350-10	051365104742	RC		RC	0	13200	13200
04A03F		2840-01-470-8620	1						cycles

1. MODEL		2. ENG S/N		3. NOMENCLATURE		4. P/N		5. S/N		6. P/N		7. NO. OF OVERHAULS	
T55-GA-714A		06PGA00887		TURBINE ROTOR(714A)		2-141-140-45		06P13804					
8. HISTORICAL COUNTS ON ENGINE													
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h					
2									READING AT REMOVAL OF ENGINE = Total Counts				
1-	0	0	0	0	0	0	0	0	READING AT INSTALLATION				
3=									LINE 2 MINUS LINE 1 = Total Counts since Install				

PART 1 - 714A ENGINE / COMPONENT REPORT APPROVED BY HQ DA G4

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		

21-Jul-2006

2 ENGINE INSTALLED IN ELAS. COMPONENT WILL BE CONVERTED TO ULLSA SYSTEM. THE FOLLOWING COMPONENT DOES NOT APPEAR ON THIS ELAS SYSTEM INSTALLABLE LIST BUT WHEN TRANSFERED TO ULLSA IT WILL BE ANNOTATED IN THE 2408-16:

COMPRESSOR SPACER 1ST

04A1C09H

PN: 2-103-024-07

NSN: 5365-01-492-9294

SN: 060350100762

#OH: RC

NOMEN INST HRS: 0

TSO: RC

COMP INST HRS: 0

O/H OR REPLACEMENT LIFE: 15000 CYCLES

PH826449, PCW

WESTAR

FTCKY 42223

04-Aug-2006

1 50 HR INSP. ENG HRS: 0, 3RD COMP DISK: 0, GP SEALING PLATE: 0, GP SPACER: 0, 1ST TURBINE DISK: 0, 2ND TURBINE DISK: 0, 3RD TURBINE DISK: 0, 4TH TURBINE DISK: 0, N1 MAJOR CYCLES: 0, N1 MINOR CYCLES: 0.

JT213623

D CO 2ND BN 160TH SOAR (A)

FTCKY 42223

1. NOMENCLATURE ENGINE, GAS TURBINE (714A) a	2. NSN 2840-01-458-5361 b	3. PART NUMBER OR MODEL (2-901-020-39) c	4. NO. PREV O/H d	5. NOMENSTALL CYC/HRS e NOMEN REMOVAL CYC/HRS f	6. TIME SINCE O/H g	7. COMP NSTALL CYC/HRS h COMP REMOVAL CYC/HRS i	8. O/H OR REPLAC LIFE j	9. REP. DUE (Engine Hours/ Cycles) k
---	-------------------------------------	--	----------------------	---	------------------------------	--	----------------------------------	---

7. SIGNIFICANT HISTORICAL DATA

19-Jul-2006

1 ENGINE INSTALLED ON A/C 9200472 AT 0 HRS AND 0 CYCLES

AZ234969

D CO 2/160

FTCKY 4223

21-Jul-2006

1 ENGINE INSTALLED IN ELAS. COMPONENT WILL BE CONVERTED TO ULLSA SYSTEM. THE FOLLOWING COMPONENT DOES NOT APPEAR ON THIS ELAS SYSTEM INSTALLABLE LIST BUT WHEN TRANSFERED TO ULLSA IT WILL BE ANNOTATED IN THE 2408-16:
 COMPRESSOR SPACER 1ST
 04A1C09H
 PN: 25103-024-07
 NSN: 5365-01-492-9294
 SN: 060350100762
 #OH: RC
 NOMEN INST HRS: 0
 TSO: RC
 COMP INST HRS: 0
 O/H OR REPLACEMENT LIFE: 15000 CYCLES

PH826449, PCW

WESTAR

FTCKY 42223

NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		

SPACER TURBINE GAS(714A)	2-121-071-42	051365109444	RC		RC	0	8300 cycles	8300
04A02B13	5365-01-467-9095	1						
TURBINE ROTOR(714A)	2-141-140-45	06P13804	CC	0	CC	0	COND	COND
04A03E	2840-01-483-0254	1						

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1. NOMENCLATURE ENGINE, GAS TURBINE (714A)		2. NSN 2840-01-458-5361	3. PART NUMBER OR MODEL 2-001-020-39	4. SERIAL NUMBER 06PGA00887	5. WUC 04A			
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		
ENGINE, GAS TURBINE (714A)	2-001-020-39	06PGA00887	0	0	0	0	2400	2400
04A	2840-01-458-5361							
COMPRESSOR ROTOR ASSY(714A)	2-101-600-57	051365109302	CC	0	CC	0	COND	COND
04A01C	NSN PENDING	1						
CYLINDER 1ST TURBINE(714A)	2-121-470-49	061499500407	CC	0	CC	0	COND	COND
04A03B	2840-01-478-5346	1						
DISK ASSY 1ST TURBINE(714A)	2-121-090-79	051365108611	RC		RC	0	8500	8500
04A03A	NSN PENDING	1					cycles	
DISK ASSY 2ND TURBINE(714A)	2-121-110-35	051365109056	RC		RC	0	3300	3300
04A03C	NSN PENDING	1					cycles	
HYDROMECHANICAL ASSY	110700-02D6	1159901341249	0	0	0	0	2400	2400
04A05A	2915-01-371-9305	1					eng hrs	
LINER ASSY, COMBUSTION	2-131-110-76	062463718187	CC	0	CC	0	COND	COND
04A02A	2840-01-458-9984	1						
NOZZLE ASSY 1ST TURBINE	2-121-430-25	06P14492	CC	0	CC	0	COND	COND
04A02C	2840-01-461-4685	1						
NOZZLE ASSY, 2ND TURBINE	2-121-100-79	052490609822	CC	0	CC	0	COND	COND
04A03D	2835-01-453-7890	1						
SEALING PLATE 1ST GP(714A)	2-121-075-36	051365102968	RC		RC	0	20990	20990
04A02B12	2840-01-465-8934	1					cycles	

PART 2 - 714A ENGINE/COMPONENT REPORT APPROVED BY DA G4

1. MODEL T55-GA-714A		2. ENG S/N 06PGA00887		3. NOMENCLATURE ENGINE, GAS TURBINE (714A)		4. P/N 2-001-020-39		5. S/N ACFT 9200472		5A. DECU S/N 1159901190493	
6. HISTORICAL COUNTS ON ENGINE											
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h	7. NO. OF OVERHAULS		
2									0		
1=	0	0	0	0	0	0	0	0	READING AT REMOVAL OF ENGINE = Total Counts		
3=									READING AT INSTALLATION		
									LINE 2 MINUS LINE 1 = Total Counts since install		

PART 1 - 714A ENGINE / COMPONENT REPORT APPROVED BY HQ DA G4

No.1 Engine

06PGA00887

Administrative Information

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Acft:	92-00472	#1 Eng S/N:	06PGA00887
Date:	16-Aug-06	#2 Eng S/N:	06PGA00888

PAC Predicted Performance Values (MP=899/ MCP=806)

Chart PA:	3000	MP
Chart FAT:	20	
Required Torque:	110	
Maximum NG:	108.9	
Required PTIT:	899	

Power Assurance Check Results

PA:	3000		
FAT:	20		
#1 Engine:		#2 Engine:	
Observed Torque:	110	Observed Torque:	110
Observed NG:	107	Observed NG:	107
Max PTIT:	899	Max PTIT:	899
PTIT:	856	PTIT:	840
Fuel Flow:	2021	Fuel Flow:	2027
PTIT Margin:	43	PTIT Margin:	59
PAC Adjustment:	-8.6	PAC Adjustment:	-11.8

Power Assurance Test

FAT:	30		
#1 DECU:	27	#2 DECU:	29
PATN Adjustment:	3.0	PATN Adjustment:	3.0
PATN:	30	PATN:	32

Trigger Values

#1 DECU PAT	27	#2 DECU PAT:	29
#1 PATN Adjustment:	3.0	#2 PATN Adjustment:	3.0
#1 PACN Adjustment:	-8.6	#2 PACN Adjustment:	-11.8
#1 Engine Trigger:	21	#2 Engine:	20

Power Assurance Test Trigger Value Computation Worksheet
Max or Continuous Power, IMT Engines, Rev 7 DECU

FAULT FORM 2-08-13 Aircraft Inspection and Maintenance Record
Fault Discovery Aircraft

ID AOM Serial Number 9200472 Model M147E Hours 39139 UTC MDSVAA Fault ID A00

System A Status Date 04-Feb-2007 No 12 Time 19:37 PID COMGEH Mint Level 0 Landings 3,106

APU Starts 5,321 APU Hours 1,209 Disc Hrs 3893.6 Rounds 0 WUC 04A

Remarks
MSP A703 - #1 AND #2 ENG WASH DUE (50 HR) Due at 3899.0 Hours. Upgrade to Red X Status on 3904.1 Hours

When Disc 0 How Rec 0 Mal Effect 1

Delay

Correction Information

Date 05-Feb-2007 Time 09:15 Hrs 3893.6 Action Code 1 Rnds 0 WUC 04A

APU Starts 5321 APU Hours 1209 Landings 3106

Action

WASH COMPLETE

☐ Generate MOC?

1	DH669832	F	2
1	SC398824	F	2

Related Items
Number of 13.2s:
Open 0 Closed 0
Number of Consumables: 0

2400132
Consumables

Toggle Faults

513 of 653

Return

Save

Clear

Browse

Utilities

Help

SWORN STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION BAF	2. DATE (YYYYMMDD) 20070228	3. TIME 13:30Z	4. FILE NUMBER
5. LAST NAME FIRST NAME MIDDLE NAME (b)(6), (b)(3) (10USC130b)		6. SSN	7. GRADE/STATUS
8. ORGANIZATION OR ADDRESS D 2-160th SOARCA			

9. I, (b)(6), (b)(3) (10USC130b), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

After reviewing the historical records for the engines installed on aircraft 472 I have found no errors. I looked at the engine HIT summary from 9-7-2006 all the way to 2-14-2007 and all indications show a healthy engine condition for both #1 and #2 engines. I also reviewed DA Form 2408-20 oil analysis and all ^{(b)(6)} samples were taken as Routine and all results were Normal.

Another form reviewed was DA Form 714A Engine Historic Records. Both the #1 and #2 engines were Zero time engines, neither the engines nor subcomponents of those engines had any run time prior to being installed ^{(b)(6)} on aircraft 472 on ~~19 Aug~~ 19 Jul 2006.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE 1 OF _____ PAGES
-------------	---	-----------------------

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

9. STATEMENT (Continued)

(b)(6), (b)(3) (10USC130b)

AFFIDAVIT

I, _____, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(6), (b)(3) (10USC130b)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____, _____ at _____

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(6),
(b)(3)

PAGE 2 OF 2 PAGES

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).
 PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.
 ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.
 DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Bagram Air Base	2. DATE (YYYYMMDD) 2007/02/27	3. TIME 0708Z	4. FILE NUMBER
--------------------------------	----------------------------------	------------------	----------------

5. LAST NAME, FIRST NAME, MIDDLE NAME
(b)(6), (b)(3) (10USC130b)

8. ORGANIZATION OR ADDRESS
D/2/160

9. (b)(6), (b)(3) (10USC130b)

_____, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On or about 29 Feb I was informed that ACFT 469 located in (b)(1) 1.4a had 2 engines with Fod. He immediately looked at ACFT 476 located in Bagram & found the #2 eng had Fod.

On or about 23 Feb myself and a maint PK6 consisting of one Technical Inspector, 1 eng repairman & 1 Avionics repairman deployed to (b)(1) 1.4a with 2 engines to replace damaged engines on acft 469. After replacing engines I conducted a preflight of both engines & found several pieces of small gravel on the eng deck leading me to believe that the Fod on those engines may have occurred from the gravel in the parking area.

10. EXHIBIT

11. INITIALS OF PERSON MAKING STATEMENT
(b)(6), (b)(3) (10USC130b)

PAGE 1 OF 2 PAGES

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

SWORN STATEMENT

PRIVACY ACT STATEMENT

AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 dated November 22, 1943 (SSN).
PRINCIPAL: To provide commanders and law enforcement officials with means by which information may be accurately identified.
ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.
DISCLOSURE: Disclosure of your social security number is voluntary.

1. LOCATION **BAF** 2. DATE (YYYYMMDD) **20070227** 3. TIME **0955Z** 4. FILE NUMBER
 5. LAST NAME FIRST NAME MIDDLE NAME 6. SSN 7. GRADE/STATUS

(b)(6), (b)(3) (10USC130b)

(b)(1)1.5a

9. (b)(6), (b)(3) (10USC130b)

I, _____, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Background information.

- Overall ft time
- MH47D 0 MH47E aprox 1,000
- Years in Avn 8
- Years in 160th 3
- Number of deployments and months in: Iraq 0/0 Afghan 3/11

Pre-mission. Summarize pre-mission planning to include what the mission was, length of time between warning order to execution, whether rehearsals were conducted, and what aspects of the mission were you most concerned about.

WE WERE TO RETURN AS A FLT of 3 MH-47E from (b)(1) 1.4a BAF. Mission was briefed and we departed (b)(1) 1.4a. I do not recall specific times. Nothing seemed out of the ordinary or rushed, weather conditions at (b)(1) 1.4a seemed favorable and I had no concerns.

During the briefing what aspect(s) were stressed more than others?

weather had been a factor and that seemed to be the biggest concern.

Pilots: According to your performance planning how would the loss of an engine affect your ability to maintain flight or perform certain maneuvers required by the mission?

Mission Execution. Briefly summarize the mission from aircraft crank to when you first became aware of the problem with (b)(1) 1.4a How did you first find out?

Describe your aircrafts airspeed, altitude and the weather conditions at this time.

Departed (b)(1) 1.4a and flew as a flt of 3 for aprox 1 to 1.5 hrs. The Aircraft flt encountered IMC conditions and executed IMC breakup seperation. I could not see ground or any other Chalks. The crew became aware of icing conditions and descended to 100 ft clearance Alt TFTA. I was on chalk 2 and we maintained a higher clearance Alt of @ 300 ft. I heard chalk 3 come in on the radio with "Eng failure" followed by "we need to land" I was Right Ramp of (b)(1) 1.4a and

10. EXHIBIT

11. INITIALS OF PERSON MAKING STATEMENT (b)(6), (b)(3) (10USC130b)

PAGE 1 OF 2 PAGES

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

PRIVACY ACT STATEMENT

Authority: The general authority for soliciting this information is 10 USC § 3012. More specific authority(ies) may exist.

Purpose: The purpose(s) for soliciting this information is to obtain facts and make recommendations to assist the commander in determining what action to take with regard to:

MISHAP OF (b)(1)1.4a 17 FEB 2007 AND THE RESULTING CASUALTIES

Failure to disclose:

For soldiers and civilians not being advised of their Article 31, UCMJ rights and civilians not being advised of the 5th Amendment rights: Providing the information is mandatory. Failure to provide information could result in disciplinary or other adverse action against you under the UCMJ or Army regulations or applicable civilian personnel regulations.

For soldiers and civilians being advised of their Article 31, UCMJ rights and civilians being advised of the 5th Amendment rights: Providing the information is voluntary. There will be no adverse effect on you for not furnishing the information other than that certain information might not otherwise be available to the commander for his or her decision in this matter.

Routine Uses: Any information you provide is disclosable to members of the Department of Defense who have a need for the information in the performance of their duties. In addition, the information may be disclosed to Government agencies outside of the Department of Defense.

(b)(6), (b)(3) (10USC130b)

VIEWED

SIGNATURE OF INVESTIGATING OFFICER

DATE 27 FEB 07

9. STATEMENT (Continued)

could not see (b)(1)1.4a we attempted to land and descended with ground in sight @ about 75 to 100 ft AGL we found no suitable LZ and made decision to TETA TO (b)(1)1.4a WE had no further contact w/ (b)(1)1.4a and remained @ (b)(1)1.4a OVER DAY.

When you became aware of the problem with (b)(1)1.4a what actions did your aircraft perform immediately after hearing of the situation and actions taken after you left the scene. What specific roles did you perform?

WE attempted to land. my Duty on Right Ramp was to maintain airspace surveillance and look for (b)(1)1.4a I could not (b)(1)1.4a due to weather and lmc seperation. we could not land and continued to (b)(1)1.4a were we postured for further orders or missions.

Are you aware of any issues with the reliability of the aircrafts engines?

NO

Do you have anything further you would like to add?

NO

Post PIt insp @ (b)(1)1.4a revealed ice on the box area approx 1 inch thick along the leading edges of AFT Pylon. Ice was also present on the #2 eng FOD screen and Eng drive shaft couplings.

AFFIDAVIT

I, (b)(6), (b)(3) (10USC130b), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFL (b)(6), (b)(3) (10USC130b)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 27 day of FEB, 2007 at BAF

(b)(6), (b)(3) (10USC130b)

(Signature of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(6), (b)(3) (10USC130b)

PAGE 2 OF 2 PAGES

PRIVACY ACT STATEMENT

Authority: The general authority for soliciting this information is 10 USC § 3012. More specific authority(ies) may exist.

Purpose: The purpose(s) for soliciting this information is to obtain facts and make recommendations to assist the commander in determining what action to take with regard to:

MISHAP OF (b)(1)1.4a 17 FEB 2007 AND THE RESULTING CASUALTIES

Failure to disclose:

For soldiers and civilians not being advised of their Article 31, UCMJ rights and civilians not being advised of the 5th Amendment rights: Providing the information is mandatory. Failure to provide information could result in disciplinary or other adverse action against you under the UCMJ or Army regulations or applicable civilian personnel regulations.

For soldiers and civilians being advised of their Article 31, UCMJ rights and civilians being advised of the 5th Amendment rights: Providing the information is voluntary. There will be no adverse effect on you for not furnishing the information other than that certain information might not otherwise be available to the commander for his or her decision in this matter.

Routine Uses: Any information you provide is disclosable to members of the Department of Defense who have a need for the information in the performance of their duties. In addition, the information may be disclosed to Government agencies outside of the Department of Defense.

(b)(6), (b)(3) (10USC130b)

SIGNATURE OF INVESTIGATING OFFICER

DATE 27 FEB 07

SWORN STATEMENT

PRIVACY ACT STATEMENT

AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 dated November 22, 1943 (SSN).
PRINCIPAL: To provide commanders and law enforcement officials with means by which information may be accurately identified.
ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.
DISCLOSURE: Disclosure of your social security number is voluntary.

1. LOCATION Bagram	2. DATE (YYYYMMDD) 20070227	3. TIME 1040 Z	4. FILE NUMBER
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5. LAST NAME FIRST NAME MIDDLE NAME (b)(6), (b)(3) (10USC130b)	6. SSN (b)(6), (b)(3) (10USC130b)	7. GRADE/STATUS (b)(6), (b)(3) (10USC130b)
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8. OBTAINING A STATEMENT
(b)(1) 1.4a

9. (b)(6), (b)(3) (10USC130b)

WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Background information.

- Overall fit time (+/-) / hrs
- MH47D 0 MH47E (+/-) / hrs
- Years in Avn 6 (Nov '00)
- Years in 160th 2 (Nov '04)
- Number of deployments and months in: Iraq 1 / 12 Afghan 4 / 16

Pre-mission. Summarize pre-mission planning to include what the mission was, length of time between warning order to execution, whether rehearsals were conducted, and what aspects of the mission were you most concerned about.

FWD deploy to (b)(1) 1.4a from BAF to infil/xtail troops on an off site in the night of 16 Feb 07. When we got down to (b)(1) 1.4a we had (b)(1) 1.4a. (b)(1) 1.4a broke off from the formation to go pick-up (b)(1) 1.4a. (b)(1) 1.4a broke off from the formation to go pick-up (b)(1) 1.4a. (b)(1) 1.4a broke off from the formation to go pick-up (b)(1) 1.4a.

Ground troops from somewhere else and met up with us @ the FALP and each chunk went down the helix alone (b)(1) 1.4a once we had complete to position in E ring extension to wait on the AFU for further orders. With (b)(1) 1.4a the mission was set for the next day (17 Feb 07). We were waiting on a target acquisition the next day until the Decision Point was reached @ or around 1830Z.

When no target was acquired we left for BAF as a 3ship F1T. We were flying and we flew into weather, tried to climb above it and make a decision. When freezing started we dropped altitude and we had (b)(1) 1.4a. (b)(1) 1.4a came over the mission stating they have a #2 Eng Fail. That is the last we heard from them. The #1 Eng was ongoing throughout our Fuel Deployment. The first one was held the day before we left.

Infil/xtail possible areas of incoming fire

Pilots: According to your performance planning how would the loss of an engine affect your ability to maintain flight or perform certain maneuvers required by the mission?

Mission Execution. Briefly summarize the mission from aircraft crank to when you first became aware of the problem with (b)(1) 1.4a. How did you first find out?

Describe your aircrafts airspeed, altitude and the weather conditions at this time.

See Pre-mission Above

WR BELAME ISAD QUICKLY A/C ATTEMPTED TO CLIMB ABOVE THEN AFTER ENCOUNTERING ICING THE A/C DESCENDED. (b)(1) 1.4a ATTEMPTED TO LAND BUT COULD NOT DUE TO VIS OR SUITABLE LANDING AREAS. 12/

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(6), (b)(3)	PAGE 1 OF _____ PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT" _____ TAKEN AT _____ DATED _____

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9. STATEMENT (Continued)

When you became aware of the problem with (b)(1)1.4a what actions did your aircraft perform immediately after hearing of the situation and actions taken after you left the scene. What specific roles did you perform?

All remaining chucks (b)(1)1.4a Kept on slowing back and tried to land with no suitable place to land so moved onto Gazni to refuel and receive follow on orders.
Attempted calls to (b)(1)1.4a on all radios but had no response. Ref
Post flight revealed being on the ground of the ramp pad which accounted for false distance readings, this may be caused by (b)(1)1.4a flying higher (slightly) than the other chucks.

Are you aware of any issues with the reliability of the aircrafts engines?

No

Do you have anything further you would like to add?

AFFIDAVIT

I, (b)(6), (b)(3) (10USC130b), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(6), (b)(3) (10USC130b)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ at _____

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Typed Name of Person Administering Oath)

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

PAGE 1 OF 2 PAGES

REPLY TO
ATTENTION OF:

(b)(1)1.4a

21 February 2007

MEMORANDUM FOR (b)(6), (b)(3) (10USC130b) U.S. Army Special Operations Command
(Airborne), BLDG H-2929 Desert Storm Drive, Fort Bragg, North Carolina 28310

SUBJECT: Appointment as AR 15-6 Investigating Officer (U)

1. (U) Appointment. You are hereby appointed an investigating officer pursuant to Army Regulation (AR) 15-6, Procedure for Investigating Officers and Boards of Officers, to conduct an informal investigation into the aircraft mishap of (b)(1)1.4a during combat operations in Afghanistan on 17 February 2007 and the resulting casualties. This investigation is your primary duty and takes precedence over all other duties assigned.

2. (U) Legal Orientation. Before you begin your investigation, you should receive a briefing from the (b)(6), (b)(3) (10USC130b), (b)(1)1.4a will serve as your legal advisor during the Bagram investigative phase. You will consult with them regarding all aspects of this investigation, including preparing findings and recommendations.

3. (U) Procedures. You are to conduct this investigation using the informal procedures outlined in Chapter 4, AR 15-6. No individual has been named as a respondent at this time. You are to thoroughly document all witness interviews in writing. Consult your legal advisor prior to advising anyone of his or her rights. You may also consult with and seek the advice of relevant Subject Matter Experts (to include but not limited to maintenance, medical, and standardization/evaluation) as required for your investigation.

4. (U) Report of Investigation. The report of investigation should include findings on the following specific issues:

a. (U) The facts and circumstances leading up to the aircraft mishap and the associated casualties.

b. (U) Were the casualties a result of enemy contact?

c. (U) Are there any indications the mishap occurred due to friendly fire or maintenance related equipment failure?

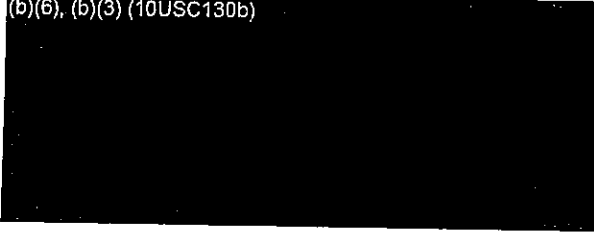
d. (U) What, if any, other factors (e.g., weather, flying conditions, time of day) contributed to the aircraft mishap?

e. (U) Make any recommendations as you deem appropriate.

~~SECRET~~

5. (U) Submit your findings and recommendations on a DA Form 1574 (Report of Proceedings by an Investigating Officer/Board of Officers) through the (b)(1)1.4a SJA to me no later than 14 March 2007. Submit any requests for modification of this suspense or the scope of your investigation to me, through your legal advisor.

(b)(6), (b)(3) (10USC130b)



~~SECRET~~



AIRCRAFT ID CARD (DEPLOYED) (0060)

UIC: **WDSVAA** - MDS: **MH-47E** - Serial No: **9200472**

UNIT:
E CO 160 SOAR(A)

CREW CHIEF'S NAME: **E-4 WILKINSON, ADAM A.**

SUPERVISOR'S NAME: **E-3 ISAACSON, CHARLES E.**

DA FORM 2408-31, OCT 99

Version 1.0.38

Historical Records

2408-5-1	2408-15	2408-15-2	2408-16-1
2408-17	2408-19	2408-19-1	2408-19-2
2408-19-3	2408-19-X	2408-20	2408-33-R
714A Engine	OH-58D/ 719		

<< >>

Exit	Adm'n	Reports
Utilities	LogBook	Migration

Login Information

PID: **TB684508**

Backup Service: **OFF**

ROLES:
QC
PC
CE

System Status

A/C HOURS: **3913.0**

AIRCRAFT: **+**

ELECT: **+**

HOIST: **+**

OTHER: **+**

ARMAMENT: **+**

- System Status
- Landings
- Servicing
- Maintenance
- Hoist Status
- HIT Summary

No. 1 & 2 Engines installed at 3699 A/C hours.

During phase with ZERO time on either engine.

Adm'n: Installed at 3699 A/C hours.

8129-3699 H=27.9 hours